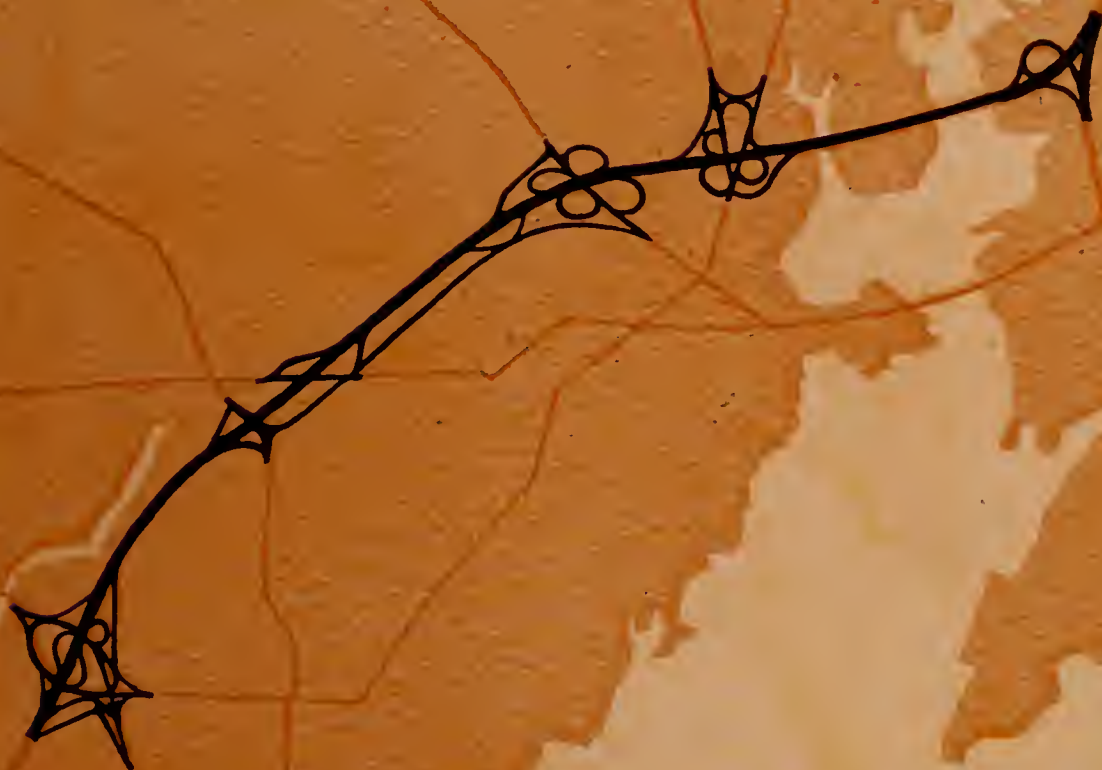


HUTCHINSON RIVER PARKWAY EXTENSION



TRIBOROUGH BRIDGE AUTHORITY

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HUTCHINSON RIVER PARKWAY EXTENSION



OCTOBER 11th, 1941

TRIBOROUGH BRIDGE
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Hutchinson River Parkway Extension

BIT BY BIT the missing pieces of the metropolitan arterial jigsaw puzzle are being fitted into place. In this instance we have filled in the strip of green which represents the three and a half mile extension of the Hutchinson River Parkway from the northern part of Pelham Bay Park near the mouth of the Hutchinson River to Eastern Boulevard and the Bronx-Whitestone Bridge approach.

Any analogy can be worked to death, but a jigsaw fits in a dozen ways the picture of the location and building of a genuine, wide parkway through a great populous borough. The designing of such a parkway with its cutting, filling, moving a stream, under and overpasses, entrances at intersections, and other parkway features, is no mere matter of drawing a parallelogram of uniform width between two terminals. Various alternate routes must be considered and comparative advantages and disadvantages weighed from the point of view of land and buildings to be taken, construction costs, interference with existing utilities, drainage and other difficulties.

In the case of the Hutchinson River Parkway Extension it was necessary, beginning at the south, to avoid St. Raymond's Cemetery. This pushed us down into the old channel of Westchester Creek which had to be moved over to a new bed to make room for the parkway. The new parkway crosses a former marsh over which half a million cubic yards of sand were pumped through a pipe line two miles long from a dredge in the East River, using material towed up from the Atlantic Ocean, twenty miles away. Important intersections on the way up to Pelham Bay Park present the usual difficulties of supporting streets and elevated structures. A jackknife bridge had to be built over Eastchester Creek in Pelham Bay Park with a normal clearance sufficient to accommodate all but the largest boats.

The Hutchinson River Parkway Extension will carry Belt and other arterial traffic through attractive scenery and without interruption, into the county and state parkways and highways of Westchester, along the Hudson Valley and to the Merritt Parkway in Connecticut. It will relieve the pressure on Eastern Boulevard, originally paved as an approach to the Triborough Bridge and already, at the end of only five years, being widened to accommodate an enormous flow of mixed traffic.

The rights of way for the Hutchinson River Parkway Extension were acquired by the City at the instance of the Park Department in 1938, as a capital budget expenditure. Plans were prepared at the expense of the Triborough Bridge Authority and to some extent by the State Department of Public Works through the use of federal road planning funds. Landscaping plans were undertaken by the City Park Department and will be carried out with the assistance of the W.P.A.

The entire cost of construction of the new parkway link, \$7,148,000, is being paid for by the Triborough Bridge Authority out of funds provided in the consolidation and refinancing of the five toll bridges which are now controlled by the Authority. This \$7,148,000 is part of a total of over \$27,500,000 set aside in the consolidation for improved approaches, arterial and incidental improvements throughout the community.

As usual, among the incidental features of the Hutchinson River Parkway Extension, playgrounds, walks, bicycle paths, benches and other facilities for the use of people living along the parkway borders and nearby, have been provided, and these with landscaping suited to city parkway conditions and with the protection of zoning restrictions recommended by the City Park Department and adopted by the City Planning Commission, should prove to be neighborhood assets which will raise and stabilize values, attract appropriate housing and insure the best use of an area which has been rapidly deteriorating.

We acknowledge again the enthusiastic cooperation of many other agencies and in particular the team work of the Triborough Bridge Authority, its consulting engineers, the City Park Department, the State Department of Public Works and the Long Island State Park Commission.

This report was prepared by a committee consisting of Sidney Shapiro, Deputy Chief Engineer of the Long Island State Park Commission; Clinton F. Loyd, Chief of Architectural Design of Madigan-Hyland, Consulting Engineers; Henry A. Strecker, Jr., Contact Engineer of the New York State Department of Public Works; and Becky LaMonte, Assistant to the Chairman of the Triborough Bridge Authority.

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**View of the Hutchinson River Parkway
Extension . . looking toward Westchester.**



Eastchester Creek . . Site of the drawbridge and below, a view of the completed structure.



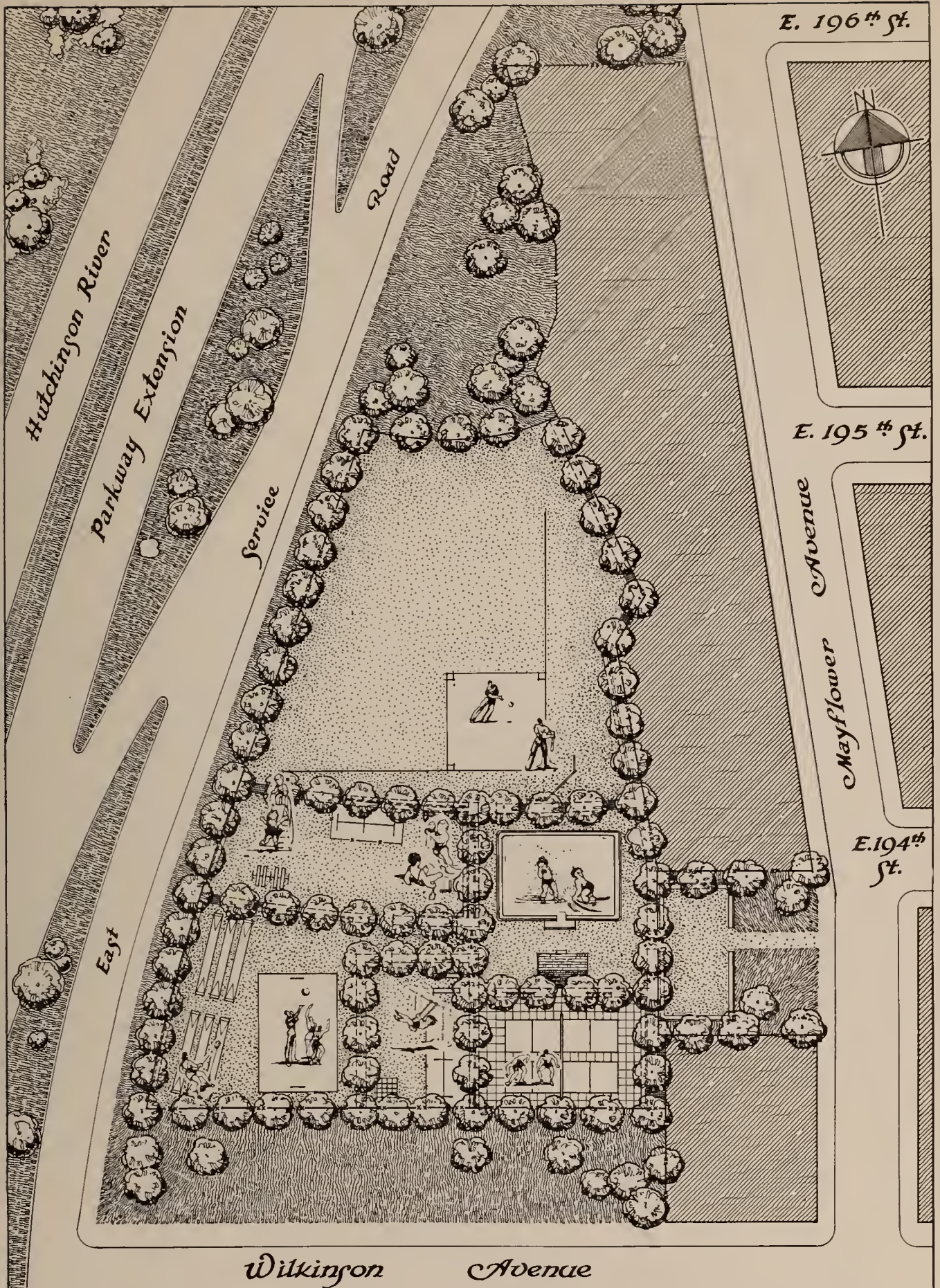


Building the Bridge . . Welding and deck construction. Below, the bridge nearing completion, showing north approach in Pelham Bay Park.



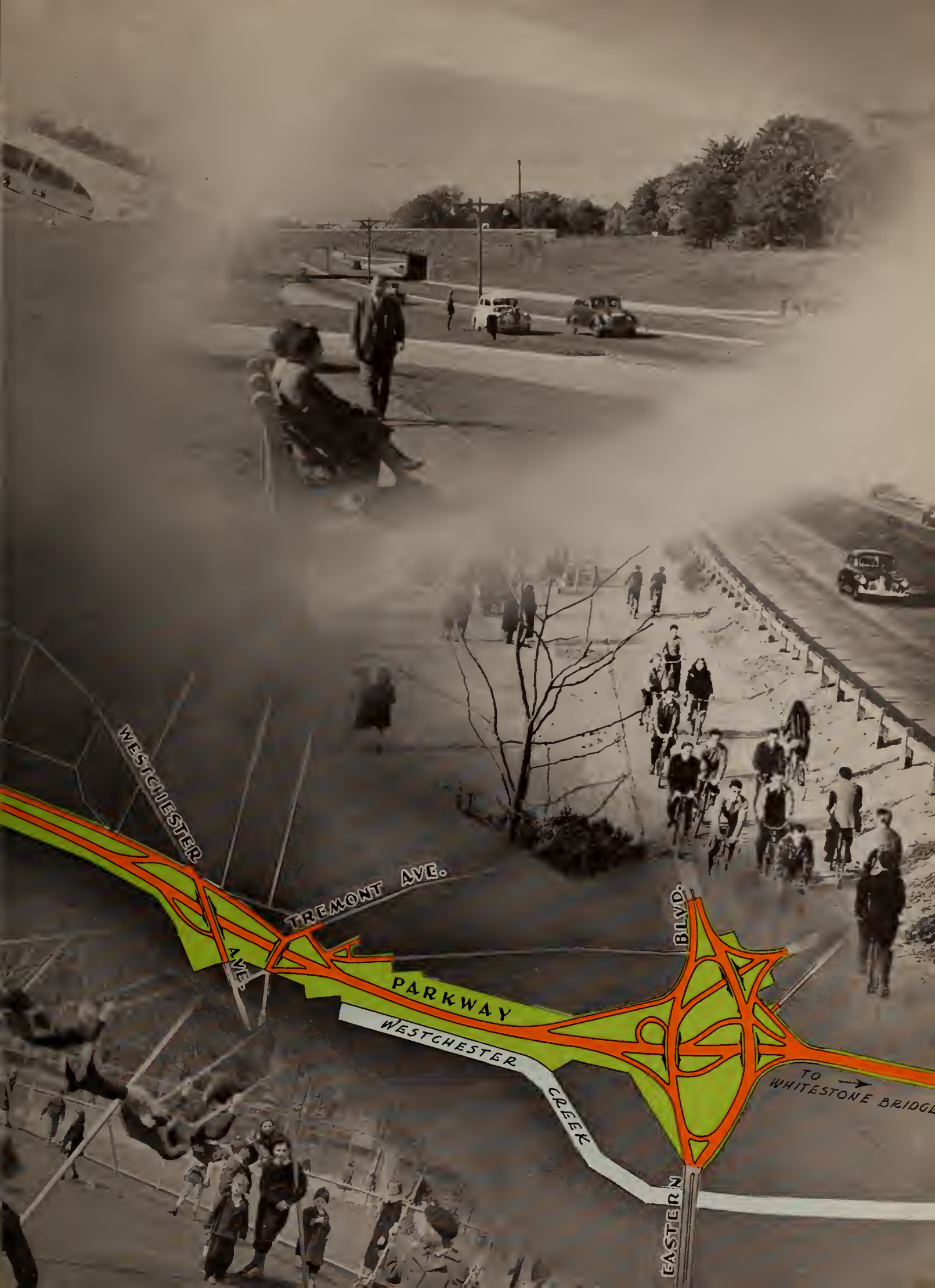


Transformation of a Marsh . . Filling and grading to convert the marsh into a parkway.



Marginal Playground . . Between Wilkinson Ave. and East 196th Street.





WESTCHESTER
AVE.

TREMONT AVE.

PARKWAY

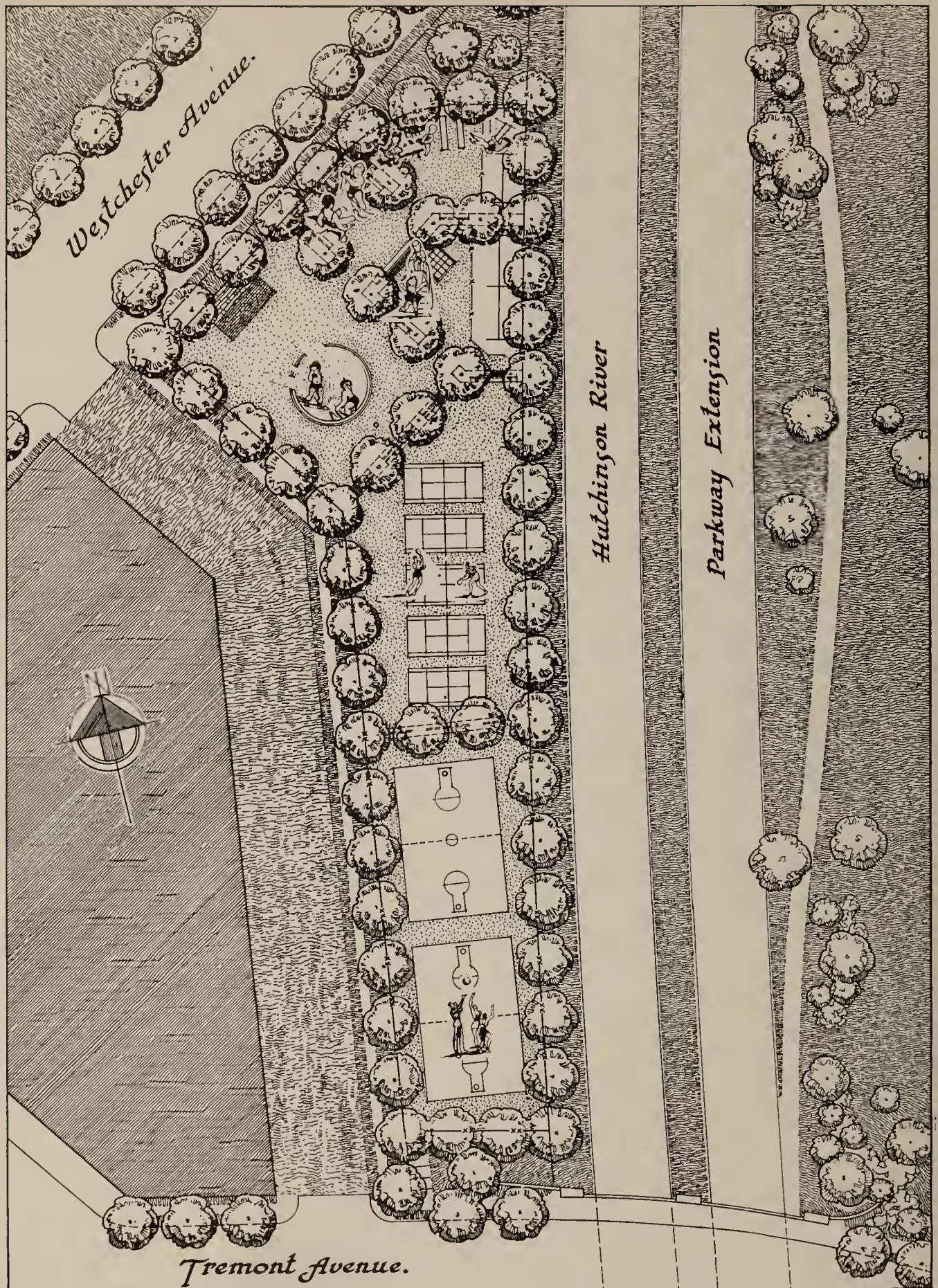
WESTCHESTER

CREEK

BLVD.

EASTERN

TO
WHITESTONE BRIDGE

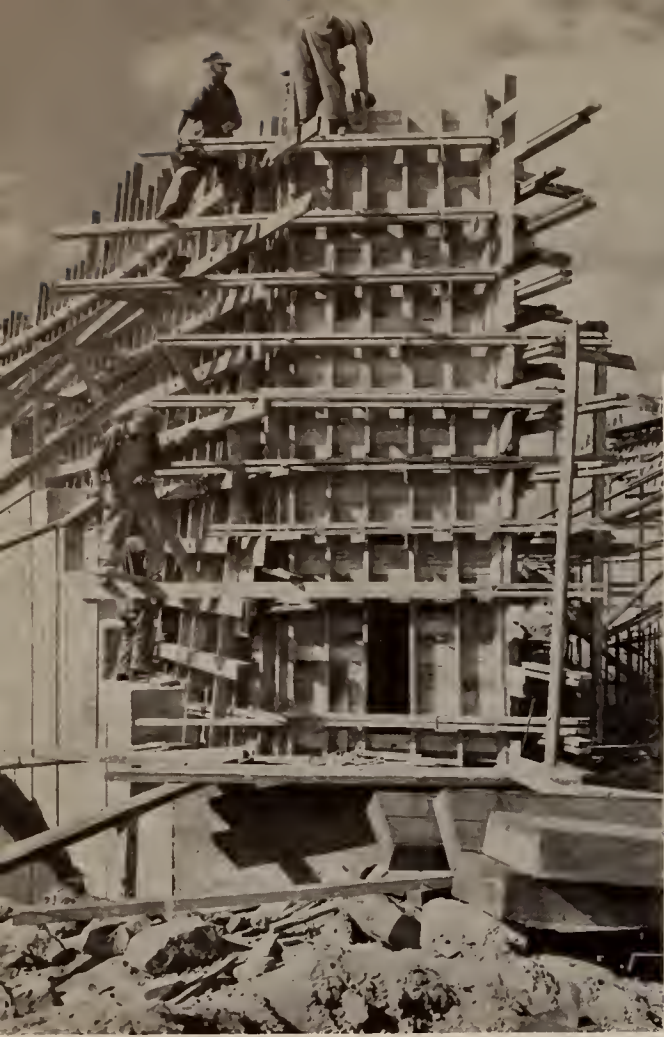


Marginal Playground . . Between Westchester and Tremont Avenues.



Transformation of a Creek . . Dredg-
ing the new channel for Westchester Creek.

**Baychester Avenue—Gun Hill Road
Bridges . .** Two adjacent bridges of similar
design carry these roads over the Parkway.



**New York, New Haven & Hartford
Railroad Bridge . . Erecting steel girders,
and below, a view of the completed bridge
across the tracks.**





Bronx-Pelham Parkway Bridge . . At the junction of these two parkways, the Bronx-Pelham Parkway is carried over the Hutchinson River Parkway Extension.





Westchester Avenue Bridge . . The elevated structure of the I.R.T. and Westchester Ave. cross the Parkway over this bridge. Construction photos show how the "El" was kept in operation while the bridge was being built.





Eastern Boulevard Intersection . . Approach to Bronx-Whitestone Bridge.



The Bronx-Whitestone Bridge



The Triborough Bridge

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